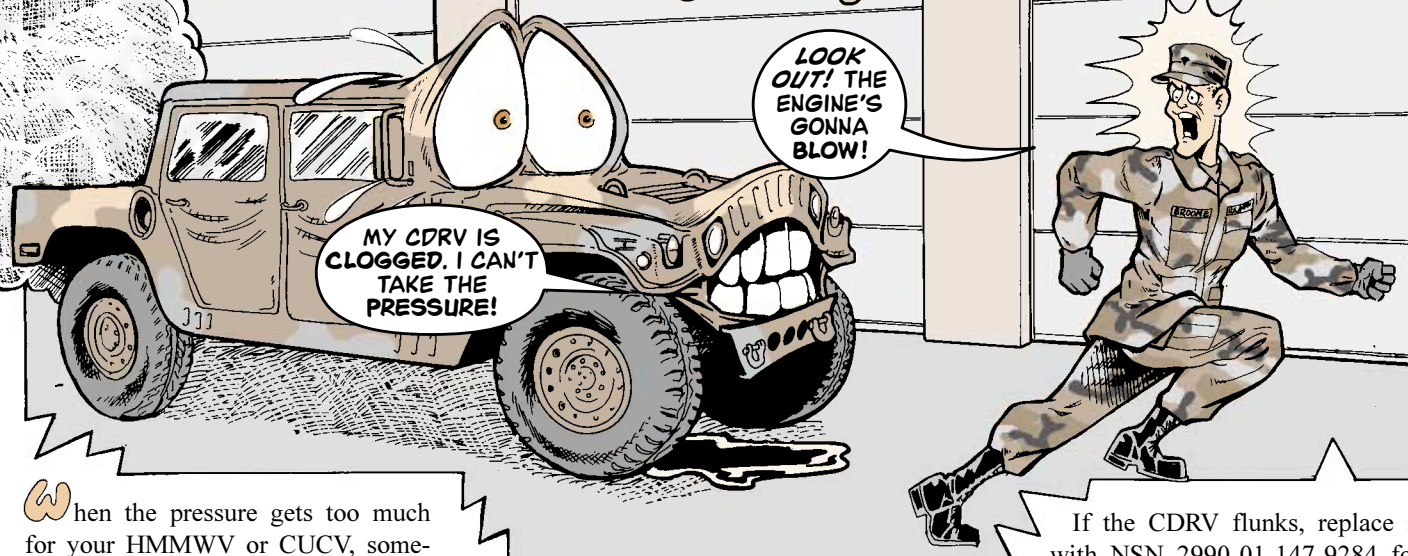


HMMWV, CUCV ...

# Can't Take the Pressure?

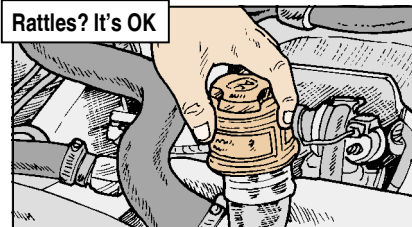


When the pressure gets too much for your HMMWV or CUCV, something's got to give.

A clogged crankcase depression regulator valve (CDRV) on a HMMWV or CUCV, or a plugged-up oil filler cap on your CUCV, lets pressure build in the crankcase. What gives are oil pan and valve cover gaskets and crankcase seals, which can lead to a blown engine.

## Oil Filler Cap

The CUCV oil filler cap is easy to test. Take it off and shake it. If it rattles,



it's OK. If it doesn't, replace it. Do this every semiannual service.

## CDRV

Item 7 in Table 2-1 of the HMMWV's TM 9-2320-280-20-1 says to check the CDRV every six months. Item 2 in Table 2-1 of the CUCV's TM 9-2320-289-20 says to check its CDRV annually.

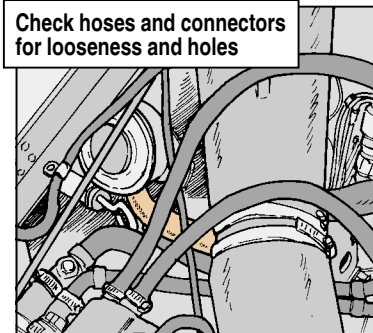
But don't wait if you see oil on the engine or on the ground after the truck's been running or if you see blue exhaust smoke. Those signs tell you the CDRV's probably clogged.

Repairmen, use a manometer to test the HMMWV's CDRV for two to five inches of vacuum at 2,000 rpm. The procedure's on Page 3-14 in TM 9-2320-280-20-2.

If the CDRV flunks, replace it with NSN 2990-01-147-9284 for the HMMWV. There is no test for the CUCV's CDRV. If you suspect it's bad, replace it, NSN 2990-01-147-9284.

Check the CDRV connectors and hoses, too. If they are loose or the hoses have holes, dirt will plug the CDRV. Tighten or replace them if necessary.

## Check hoses and connectors for looseness and holes



## Offset Antenna Rub

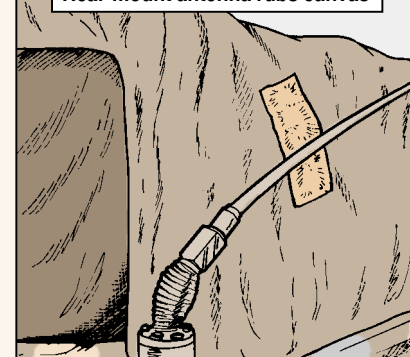
Dear Editor,

The units we support have a problem with antennas rubbing holes in the HMMWV's cargo cover.

For units that don't have the offset mount, there's a simple fix to take the rub out.

Cut out an 8x2-in patch from an old piece of canvas. Patch over the worn spot. Use a rubber-based adhesive to hold the patch in place. NSN 8040-00-298-1946 gets an 8-oz can.

## Rear-mount antenna rubs canvas



SGT Gene Armstrong  
ECS#6, MTARNG  
Helena, MT

